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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 1ST, 1912.

JAPAN has for some time past been known as a land of State monopolies, all of which, with the exception of the railways, were established for purposes of revenue. The nationalisation of the railways, although no official explanation has ever been given, was no doubt due partly to strategical and partly to financial reasons, the Government wishing to acquire full control over the lines in time of emergency and also to possess some security which could be used for raising further foreign loans if any came requiring such a course. At first it was apparently intended to place the railways among the other monopolies as a revenue-producing concern, but some pressure brought to bear caused a change of policy, and the railways are now placed to a Special Account in the Budget, whereby the whole of the profits are utilised for the improvement and extension of the lines. So far the profits have proved inadequate to fill the requirements, with the result that the Government had to issue railway debentures, but the completion of several important lines should tend to equalise

matters in the near future. In regard to other monopolies there has been very little attempt to hide the fact that they are pure money-making concerns. It is true, the camphor monopoly was at first claimed to be a measure for the protection of the industry, which the indiscriminate destruction of the camphor trees was threatening with extinction; but as the camphor trade in Japan is now quite dead, and the profits of the Camphor Monopoly dwindled away to a fifth of what they were ten years ago, the claim is one that can hardly be still seriously advanced. The other monopolies, tobacco and salt, have been forced into revenue-yielding concerns by the process of increasing the price. Thus tobacco, even for Japanese consumption, is two or three times the price it was when the monopoly was started, while foreign tobacco has become more or less a luxury. Complaints are also made as to the high price and inferior quality of the salt produced under State supervision. The fact is that the increase of prices was caused by the necessity of making the monopolies sufficiently profitable to justify their existence. The monopolies it may also be noted, have had the effect of limiting the consumption of the articles produced under them to Japan. Thus the export of cigarettes is rapidly dwindling away, being less than a quarter of what it was six or seven years ago. The fate that has overtaken the Tobacco Regie in France, that of providing goods purely for home consumption, is overtaking the monopoly in Japan, where also, as in France, there is considerable grumbling as to the quality of the goods. In these circumstances it is natural that there should not be wanting those who desire to see the monopolies abolished altogether, although the difficulty of finding a source whereto draw the same amount of revenue will probably prove an obstacle to any steps being taken for some years to come. The Government, indeed, would probably be glad to find an occasion for increasing its monopolies, having long had its eye on the sugar trade in Formosa as a profitable venture. From time to time also feelers have been put out in regard to the nationalisation of life insurance, though so far no step has been taken in this direction. In view of the comparative failure of the monopolies in the past, this desire may appear extraordinary, but from the latest proposal that has been made in this direction it would appear that these views are not confined to official circles only. Count ITAGAKI, who has now retired from political life, may be considered as one of the fathers of the Constitution, since it was chiefly through his efforts that representative Government came into being in Japan. He thus represents the forward movement, his ardour being apparently not dimmed by his 75 years. If not the originator, he is, at any rate, a warm supporter of the latest idea in monopolies, which is to bring the chief food supply of the Empire under State control. As is well known Japan has lately been suffering from an unprecedented rise in the price of rice. Latest exchanges show that they still remain sufficiently high to indicate that Japan has reached the parting of the ways. It seems probable that there is sufficient rice to supply the needs of the country but no more, this balance of the production and consumption leading to speculative transactions, much to the suffering of the public. Theoretically Count ITAGAKI's proposals seem unexceptionable. They are merely that the Government, as State proprietor, should establish granaries for the storage of the cereal, such supplies to be used to maintain prices at an average low level. Years of dearth would thus be brought to a level with years of plenty and speculative transactions prevented. It will be seen that this is a monopoly with a difference. Apparently it is not proposed that the State should become the sole proprietor of the rice-crops, but merely that it should enter the market as a purchaser in times of plenty, and act as a seller in times of dearth. The proposal is thus outside the objectionable revenue-seeking schemes which find special favour with officials. At the same time Count ITAGAKI's suggestion appears to be founded on a very doubtful premise—that is, that Japan can continue indefinitely to produce sufficient rice to feed her growing population. If the rice-supply is short and continues short, then the entrance of the Government into the market as a purchaser will only serve to maintain high prices, if not even to send them higher still, while the amount of rice the Government would be able to store would probably prove quite insufficient to bring down prices in time of dearth. Even if the State became the proprietor of all the rice grown, it is doubtful whether it could maintain an average low price without suffering a loss, which would have to be made good by taxes. State enterprises are notoriously more costly to run than those in private hands.

A destitute Chinese committed suicide at Fanling by hanging himself from a tree. He was discovered by relatives who cut down the body and buried it.

It is notified in the Garrison Orders that owing to the death of the Emperor of Japan, flag will be hoisted half-mast high until the day of the funeral.

The typhoon of which warning was given in the Colony on Tuesday recurred northwards yesterday and the local signals were taken down before noon.

There were only 22 cases of plague reported in the Colony last week, one being an imported Filipino case. These bring up the number reported since January 1st to 1,817. Of these 1,696 died.

A Moji dispatch appearing in the Japanese papers reports a collision between the C.P.R. steamer *Monteagle* and the *Shingu-maru* of the Osaka Shōsen Kaisha, the latter vessel being slightly injured.

Three cases of enteric fever were notified to the Medical Officer of Health last week, two being Chinese and one a Russian imported case. Two of the cases were fatal. There was one fatal Chinese case of smallpox also.

At the Magistracy yesterday two Chinese were brought before Mr. Irving charged with being members of the Fu Ching Tung Meng Society, which was stated to be a revolutionary society and of course illegal. The case was remanded, bail being fixed at \$1,000 each.

THE PIRACY DANGER.

On Tuesday night as the Hongkong steamer *Tai On* was on her way down from Kowloon to Hongkong she witnessed at the Wongmoo Bar a junk being attacked by pirates. The men on the junk were using their cannon, keeping off the robbers, and as there was a fresh breeze she managed to set sail and get away clear.

As the water is very low at the Bar just now and steamers are frequently stuck, there is considerable apprehension lest they be attacked by pirates while they are held up there. Were a steamer to go aground she would be a comparatively easy prey to these river pests.

AN OFFENSIVE TRADE.

At the Magistracy yesterday F. P. Danenberg was summoned before Mr. Melbourne at the instance of the Sanitary Department for carrying on an offensive trade, to wit, hair cleaning, in in Shaukiwan Road.

Mr. E. D. C. Wolfe, Head of the Sanitary Department, who appeared in support of the summons, said that the case dated back to 19th January, when the defendant was carrying on an offensive trade in High Street. He was warned about it and was served with a notice informing him that hair cleaning had been declared an offensive trade and that the premises in High Street were unsuitable. At the result defendant moved from High Street to Shaukiwan Road. Correspondence passed with regard to the premises, and it was pointed out that a licence could not be granted owing to the unsuitability of the premises.

Defendant said he had a verbal permission from Dr. Clark that he would be allowed to carry on the business at any rate until the end of the month.

Mr. Wolfe said he could not understand how defendant could claim to have received permission from Dr. Clark, since it had been that gentleman who had recommended the prosecution and also recommended that the premises be closed forthwith. This was another of the instances of the men engaged in this business dodging the Sanitary Board by moving from place to place until such time as the hair cleaning business was ended, which could not be very long.

His Worship imposed a fine of \$25 and ordered that the premises be closed forthwith. Vieira and Company, and A. B. Moulder were summoned on like charges before Mr. Irving, who remanded them until Friday.

IMPERIAL EXHIBITION, 1915.

Considerable progress is being made with the arrangements for the Imperial Exhibition, 1915. Recent additions to the General Committee include the Duke of Argyll, Lord Alverstone, Lord Ampthill, Lord Bassborough, Lord Desborough, Sir Walter Egerton, Admiral the Hon. Sir E. R. Fremantle, Lord Lonsdale, Sir Frederick Lugard, Sir Robert Llewelyn, the Agents-General for Ontario, British Columbia, and Western Australia, Sir Matthew Nathan, Sir Edgar Speyer, and Lord Wardale. All available information of the exhibition can be obtained on application to the secretary, St. Stephen's House, Westminster.

TELEGRAAMS.

[THROUGH REUTER'S AGENCY.]

JAPAN'S GRIEF.
SCENES BEFORE THE PALACE.

The scene before the Palace was of the weirdest description. Crowds of worshippers had assembled, each with a lighted lantern, and kneeling with their foreheads to the ground, while thousands in the outskirts stood bareheaded. The police, waving red and yellow lanterns, directed the traffic. The heat was intense, and a priest in the centre at the altar was fanned by an attendant.

THE MOURNING.

A message from Tokyo states that the Court will be in mourning for a year and the national mourning will be for three days with the day of the funeral in addition.

The accession ceremonies will take place at Kyoto (the ancient capital) a year or two hence.

EULOGIES AND CONDOLENCES.

King George has cabled his condolences to the Crown Prince of Japan.

The Japanese Embassy in London, was deluged with condolences.

The British, French and Italian Press are most eulogistic in their references to the deceased Emperor, extolling his services in the development of civilisation in Japan and transforming it into a great Power.

The Times compares the late Emperor of Japan to William the First (of Germany), and says that the sympathy of Great Britain is extended to the Japanese Imperial Family and the Japanese people on the death of their beloved Emperor. It is convinced that this will not mean any change in the policy of Japan.

As the water is very low at the Bar just now and steamers are frequently stuck, there is considerable apprehension lest they be attacked by pirates while they are held up there. Were a steamer to go aground she would be a comparatively easy prey to these river pests.

SYMPATHY IN INDIA.

A telegram from Simla states that the Government of India offices were closed yesterday as a mark of respect to the deceased Emperor of Japan.

ACCESSION OF THE NEW EMPEROR.

Router's correspondent at Tokyo telegraphs that after the death of the Emperor was announced the Crown Prince, accompanied by the members of the Cabinet, proceeded to the Sanctuary within the Palace, and, according to the Constitution, acquired the sacred treasure of his Imperial ancestors and swore to preserve the ancient form of government.

A NEW YORK SENSATION.

LONDON, July 30th. A message from New York states that a sensational climax was reached in the Rosenthal case last night, when the Grand Jury indicted Police Lieutenant Becker on a charge of murder. He was arrested at the Police Station, brought to the Criminal Court and arraigned. He pleaded not guilty and was remanded, bail being refused. The indictment followed on the evidence of three gamblers, who have been retained for some time charged with complicity in the killing of Rosenthal.

MILITARY CHANGES.

LONDON, July 31st. The King Edward's Horse have been removed from the Territorials and made a special reserve regiment of cavalry in order to enable colonials to undergo the compulsory training required by their home governments.

TELEGRAAMS.

[THROUGH REUTER'S AGENCY.]

THE WAR BETWEEN ITALY AND TURKEY.

TURKISH RESOLVE TO CONTINUE.

LONDON, July 31st. The Grand Vizier of Turkey read his programme in the Chamber at Constantinople and it was resolved to continue the war till Turkey obtained all conditions compatible with her rights.

The Chamber passed a vote of confidence in the Government by 113 votes to 45.

THE LOSS OF THE "TITANIC."

JUDGMENT OF THE BRITISH COURT OF INQUIRY.

LONDON, July 31st. Lord Mersey in his judgment in the *Titanic* inquiry attributed the collision to excessive speed.

The judgment is a big volume and deals with the subject in a most exhaustive manner. It states that the *Titanic* was properly equipped and praises generally the conduct of passengers and crew, but says that better organisation might have saved more lives.

The wireless telegraphy was most effective.

It emphasises that the practice of going at full speed in an ice region was bad, but in the circumstances it is unable to blame the captain. He made a grievous mistake, but was not negligent.

The gross charge against Sir Cosmo Duff Gordon of bribing men to row away is unfounded.

Mr. Ismay's position did not impose the moral duty to sink with the vessel. It would merely have lost another life had he done so.

The third class passengers were not unfairly treated.

He was convinced that the *Californian* saw the *Titanic's* lights and that she could have penetrated the ice without serious risk and might have saved many if not all.

The Court recommends that the new Bulkhead Committee should enquire exhaustively into the safety of the devices and the provision of lifeboats based on the number of passengers and not on the tonnage, a night and day service of wireless telegraphy, adequate boat drills, moderate speed when ice is reported or alteration of course. An International Conference should be called to ensure common action with respect to the above.

TEST CRICKET.

ENGLAND v. AUSTRALIA.

LONDON, July 31st. Little progress has been made with the sixth test cricket match, which started yesterday at Manchester between England and Australia, owing to rain. England made 203 in her first innings, of which Rhodes contributed 92. Whitty took four wickets for 43 runs. Australia then batted and scored 14 without the loss of a wicket before stumps were drawn.

THE TURF.

RESULT OF STEWARDS' CUP.

LONDON, July 31st. The Stewards' Cup run at Goodwood yesterday resulted as follows:

Golden Rod	1
Poor Boy	2
Uncle Pat	3

Twenty-one ran. Won by two lengths, a length between second and third.

The placed horses were quoted 9 to 1 against Golden Rod, 100 to 7

Poor Boy, 20 to 1 Uncle Pat. Poor

Boy was ridden by William Griggs;

Runnymede, Earl; Beaurepaire, Hewitt;

Grammont, Donoghue; Bachelor's Tux;

Bingstead; Tangaroa; Jelliss; Aiglon;

Foy; Lavolt; Whalley; Peggyland;

Herbert; Cigar; Quinn; Castleton;

Canonite; Master Hopson; Grayling IV;

Spanish Prince; Sunflower; Thaddeus;

and Mediator did not start.

Braxted jumped off in front, and led

from Absurd and Jessica to the half distance, when Golden Rod went to the

front, followed by Poor Boy, and won

as stated. Grammont, favourite at 4 to 1 against, was placed fourth.

TELEGRAAMS.

[THROUGH REUTER'S AGENCY.]

THE DOCKERS STRIKE.

FREE LABOURERS DRIVEN BY STRIKERS OUT OF THE DOCKS.

LONDON, July 30th.

Five thousand lightermen last night refused to resume work. The Seamen's and Firemen's Union are balloting in favour of resumption.

LATER.

Crowds of strikers applied for work in London yesterday.

There were exciting scenes at the docks. The free labourers were panic-stricken.

SUPREME COURT.

Wednesday, 31st July.

IN APPELLATE JURISDICTION.
BEFORE THE FULL COURT.

THE PARTNERSHIP DISPUTE.

Their Lordships the Chief Justice and the puisne Judge continued their hearing of the appeal from a judgment of the ex-Chief Justice in the case of the Fook Lung Firm v. the Lai Yuen Firm, the Shiu Lung Firm, the Cheung Puen Firm, and the Shiu Kee Firm, partners of the Yan Wo Firm, and Chan Kit Shan.

The Hon. Mr. H. E. Pollock, K.C., with whom was Mr. Eldon Potter, instructed by Mr. Render Harris, of Messrs. Wilkinson & Grist, appeared for the appellants, and the Hon. Mr. C. G. Alabaster, instructed by Mr. Holborrow, of Messrs. Deacon, Looker & Deacon, appeared for the respondents.

Mr. Pollock occupied a great portion of the morning in pointing their Lordships to alleged discrepancies in the balance sheets of the defendant firms which he alleged were either a fraud or an error. He also dealt with the evidence given by Chan Kit Shan before the ex-Chief Justice, and pointed out that the greater portion of his evidence was hearsay. Mr. Pollock also asserted that the judgment of the learned ex-Chief Justice was wrong as regards costs. He said the rule as to costs in partnership actions was the same as in any other administrative action. He could not find one case in which costs were given against people who were in the same position as the plaintiffs.

After the adjournment,

Mr. Alabaster put forward objections to the appeal and also to the question of Statute of Limitation being gone into at that stage of the proceedings.

After consultation their Lordships decided to hear Mr. Potter on the points of law with reference to the Statute of Limitation.

Mr. Potter proceeded to address the Court.

The hearing was adjourned.

THE TOPEE IN THE TROPICS.

A correspondent "Iconoclast" in a letter to the *Times of Ceylon* combats the practice of wearing a topee in the tropics. He says:

People in British and French tropical possessions are afflicted with the sun obsession. They think it essential that the human skull should be protected from the sun by tin, iron, wood, felt, pitch, or some other heavy substance at least half an inch in thickness. It is useless pointing out to these people that the vast majority of white people living under a tropical sun find this protection unnecessary and ridiculous. They will always tell you that the atmosphere in Ceylon and India is quite different to the atmosphere in, say, the Philippines, or Brazil, or Queensland, heedless of the fact that there is a wide range of atmospheric conditions in Ceylon itself; while the range in India is greater still. No American in the Philippines wears a topee, although the climate there is very similar to that of Ceylon, nor do Spaniards and other white people all over Tropical America. The oldest explorers had no topees, and some big game hunters of the present day do not wear them. There are a good few of the more intelligent Europeans in Ceylon, India and Malaya who decline to become slaves to this foolish fad, such, for instance, as Sir Hugh Clifford, the Colonial Secretary of Ceylon, who is never seen sporting this absurd form of head-gear, though he frequently goes out in the sun. It would be interesting to know whether the Portuguese and the early Dutch settlers in Ceylon wore topees. I know not; and has anyone heard that sunstroke was common amongst them? The Dutch are as fair a race as is to be found in Europe.

It is, to say the least of it, somewhat peculiar that the atmospheric and solar conditions wherever Englishmen and Frenchmen set their feet, render it necessary (as we are told) to wear a topee, and there where Spaniards and other white races, who have a more intimate acquaintance with tropical conditions than we have, reside the conditions render it unnecessary. Truly, a somewhat remarkable series of coincidences! As a matter of fact, works on meteorology make no mention of these differences. As showing to what extremes this craze has gone, even the natives of India and Ceylon now wear topees!

There are intelligent medical men, to their shame be it said, who encourage the topee superstition, without, I observe, pretending that there is any scientific basis for it. The majority of cases of sunstroke so-called, or in other words heat apoplexy, occur either inside buildings or when people are wearing topees. They are much more numerous in non-tropical than in tropical countries—I should say there are far more cases in New York every year than the whole of India and Ceylon in spite of the number of passengers and others who disregard the topee superstition. This knocks the bottom out of the sun theory and shows that so-called sunstrokes are due to sudden rises of temperature for which people have not prepared by wearing light clothing such as is habitually worn in the Tropics. I feel quite sure that the weight of the egregious topee such as one sees in Ceylon is very harmful. Happily in the majority of cases the topee is only worn for very short periods of the day.

COMPANY MEETING.

GEORGE FENWICK & CO.

A general meeting of members of George Fenwick & Company, Ltd. (in liquidation), was held yesterday at the office of the Liquidators, Messrs. Percy Smith, Seth and Fleming. Mr. J. H. Seth presided, and there were present—Messrs. A. Rodger, G. K. Haxton, G. P. Lammet, and Lo Cheung Shui.

The notice convening the meeting having been read,

The CHAIRMAN said—Gentlemen.—The accounts having been in your hands for some days, I will, with your permission, take them as read.

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This was all the business.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 30th.

LOCAL BANK NOTES.

The most important question and the one which is causing those in authority most uneasiness and anxiety is still the matter of Local Bank Notes. Despite all sorts of schemes, proclamations, promises and threats the people continue to be doubtful of paper money and it passes everywhere at a discount of from 14 to 20 per cent, and some people won't accept it at all. The latest scheme has been to form what is called by the imposing name the "The Canton and Hongkong Banking Corporation," a sort of guild of merchants, some of whom come from Hongkong, and after consultation with the chief accountant of the Hongkong and Shanghai Bank we obtained a valuation from Palmer & Turner, who valued the land at \$2.25 per square foot, equalling \$9,767, and the buildings, for the purposes of Messrs. Geo. Fenwick & Co.'s business, at \$20,000, making \$10,000. The price we obtained was \$101,952.50 as shown in the accounts. We sold as much of the stock and plant privately as we could between July and December, 1911, and for that result has not yet come to hand. The whole question is getting tiresome. It is some five months now since this matter started, though long before that local notes were not accepted in many quarters, and things are just now in exactly the same position. The amount of the discount has fluctuated, it is true, and public feeling has swayed one way and another, but always the paper money has been distrusted. And why? Because the people know well enough that the Government which is responsible for these notes has little or no money; and until the Government in Kwangtung floats a loan or gets money somewhere things are going to remain the same. This money question is the most serious here, as it is the cause of other trouble and affects everybody and an end of it all must come sometime or other. It is to be hoped that this new attempt by the merchants will have some success.

THE FATSHAN RAILWAY.

On the Fatshan and Shek Wai Tong branch of the Yuet-Han Railway business has been very brisk lately. All trains have been very much crowded, although there are twelve trains a day, and it has been decided to augment the service.

Fatshan is a growing town and this is a district from which we used to receive weekly stories of robbery and piracy, but now matters seem to be going along quite smoothly.

TROUBLE IN NAM HOI DISTRICT.

Robberies have been frequent and as a result business is very bad at several places in the Nam Hoi district. In the locality known as Lam Li Shi robberies have been very prevalent and have done a great deal of harm, and it is said that in some parts the householders and shopkeepers have got to pay blackmail to the robber bands. Trouble has come to such a head that one of the rich men in the neighbourhood has petitioned the Government to send a regiment of soldiers to restore order.

STUDENTS FOR EUROPE.

The results of the examination which was held some time ago, to choose 100 students to send to Europe and America for further education, have just been issued; and the successful students will proceed at once in order to be in time for the autumn and winter sessions of the various colleges they are to enter.

EXECUTION OF CRIMINALS.

There have not been so many prisoners shot lately, and one reason is that people are becoming alarmed at the cheap view of life some of the Magistrates took, and a notice from the Public Works Department to repair the sea wall, and on receipt of the notice instructed Messrs. Palmer & Turner to take the matter in hand and obtain tenders, the lowest being \$1,500, which together with Messrs. Palmer & Turner's charges brings the total cost for repair to \$1,600, which you will see in the balance sheet. M.L. 285 still remains on our hands, and so far we have no definite offers. One party with whom we were in treaty withdrew from negotiations on the outbreak of the Chinese Revolution, and since then we have had enquiries but no offers. I should like to have the views of the shareholders present as to the advisability of putting up this lot to public auction, and if a reasonable bid is made

to sell the land and close the liquidation.

The Crown rent for this lot is \$2,030 a year and the Government rates amount to \$163.31 per quarter, which you perhaps remember is three times the rateable value of the building which the Company were obliged to erect according to the conditions of sale. Before moving the adoption of the accounts I shall be pleased to answer any questions to the best of my ability.

On the motion of Mr. Rodger, seconded by Mr. Haxton, it was decided to put up the marine lot for sale by auction.

The CHAIRMAN proposed the adoption of the accounts as presented by the liquidators.

Mr. LAMMERT seconded, and the motion was agreed to.

This was all the business.

MINDEN DAY.

TO-DAY'S PARADE.

August 1st is the anniversary of the Battle of Minden, in which the old 51st (now the 1st King's Own Yorkshire Light Infantry) participated, and in celebration of the anniversary a Parade and trooping of the Regimental Colours takes place on the Hongkong Cricket Club Ground at 9.15 this morning. H.E. the Governor will take the Salute.

The men of the regiment wear roses on the occasion, commemorating the fact that as the regiment marched through a rose garden on the way to the battle of Minden, the men plucked roses and stuck them in their headbands.

The Battle of Minden was fought on the 1st of August, 1759, the commander of the French forces being Marshal Contades, and of the allied, Prince Ferdinand of Brunswick.

The British troops—six regiments of infantry and some cavalry—were under Lord George Sackville. Minden is a small town on the banks of the Weser, in Hanover, and was thus the scene of one of the most celebrated of the Seven Years' War. The part played by the regiment was as follows:—"About 7 o'clock the 8 Battalions of 8 Companies—each about 80 strong—in the two brigades formed to the right, marching up by sub-divisions in front, till formed upon the plains of Minden. Under a heavy enfilade, they were opposed to a formidable body of cavalry of the best troops of the French service. The first brigade consisted of the 12th, 23rd and 37th, under Major General Waldegrave, and the 2nd brigade, the 20th, 25th and 51st, under Major General Kingsley. The 51st (1st K.O.Y.L.I.) were in the centre. The two brigades marched forward and repulsed a very vigorous attack of the French cavalry; on their retreat a second column of cavalry charged furiously, but the first line of the British troops opened, let the cavalry through, closed, went to the right about, and got the enemy between two fires, each line firing high and killing, wounding, or making prisoners the greater part of the cavalry which made the charge. The two brigades then formed one line, and repulsed a flank attack made by a Saxon Corps. The six British Regiments lost in the battle, out of under 4,000 men, 11 Officers, 11 Sergeants, 1 drummer, and 260 rank and file killed; and 31 Officers, 41 Sergeants, 11 drummers, and 619 rank and file wounded.

Prince Ferdinand of Brunswick at a General Parade complimented the British troops on their valour, and said that the victory was in a great part due to their gallantry.

Marshal Contades, the French commander, when he saw the advance of the six British Regiments, said:—"I have seen what I could never have believed to settle this claim by foregoing the amount due to Fred. Wilson & Co., and in the accounts made up to the 13th July, 1911, there was, according to the contract, a balance of \$1,464.72 due by them, and this appeared in the Sundry Debtors' Account at that date. At that time correspondence was passing between Geo. Fenwick & Co. and Messrs. Fred. Wilson & Co., who claimed \$6,528.32, owing to the lighter having too much draught when loaded, and after several consultations with Mr. Andrew, who advised us to settle this claim by foregoing the amount due to Fred. Wilson & Co., and in the accounts made up to the 13th July, 1911, there was, according to the contract, a balance of \$1,464.72 due by them, and this appeared in the Sundry Debtors' Account at that date. At that time correspondence was passing between Geo. Fenwick & Co. and Messrs. Fred. 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WEATHER REPORT.

On the 30th at 12.55 p.m.—Red South Cone and Drum hoisted.
On the 31st at 12.20 p.m.—Signals lowered.

Pressure has given way slightly to moderately along the coast of China's Tourns and over Formosa. An typhoon formed in the Eastern portion of the low pressure area over the N. China Sea. It is about latitude 20 deg. N. and longitude 126 deg. E., and appears to be moving north-eastward.

There is also a shallow depression between Hainan and the Parcels.

Distributed weather with variable winds is indicated over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.
Hongkong & Neighbourhood

Formosa Channel { N.E. winds, fresh.
South coast of China between Hongkong and Lamcoo } Same as No. 1.
South coast of China between Hongkong and Hainan { East winds, moderate.
Variable winds, light to moderate. Fine at first, thunder showers later.

CHINA COAST METEOROLOGICAL REGISTER.

31st JULY, A.M.

Station.	Hour.	Barometer.	Temperature.	Wind.	Humidity.	Direction.	Force.	Weather.
V'ostock	7 a.	29.56	62	95	—	—	2	—
Nemuro	6 a.	—	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—	—
Takio	—	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—	—
Naka	—	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—	—
Chefoo	6 a.	29.55	80	91	—	W	3	—
Weihaiwei	—	—	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—	—
Shanghai	—	29.67	80	91	NNE	—	—	—
Gatilif	7 a.	29.72	79	S	SW	—	—	—
Sharp Peak	7 a.	29.69	84	S	SW	—	—	—
Amy	6 a.	29.57	82	E	SW	—	—	—
Swatow	5 a.	29.69	82	E	SW	—	—	—
Taihoku	5 a.	29.70	87	E	SW	—	—	—
Tsingtao	—	29.69	80	E	SW	—	—	—
Tainan	—	29.69	81	N	NE	—	—	—
Koshien	—	—	—	—	—	—	—	—
Pescadores	—	29.67	81	N	NE	—	—	—
Janion	9 a.	29.72	86	SW	1	E	—	—
Hongkong	6 a.	29.62	80	90	—	O	—	—
Viet. Peak	7 a.	—	—	SE	3	—	—	—
Gap Rock	6 a.	29.67	—	SE	2	—	—	—
Macao	—	29.67	81	SE	2	—	—	—
Wuchow	9 a.	29.74	84	W	1	O	—	—
Wuchow	—	—	—	—	—	—	—	—
Wuchow	6 a.	29.61	—	N	NE	—	—	—
Wuchow	—	—	—	—	—	—	—	—
Wuchow	6 a.	29.61	—	N	NE	—	—	—
Wuchow	—	—	—	—	—	—	—	—
Wuchow	6 a.	29.61	—	N	NE	—	—	—
Toumou	—	29.66	77	W	4	It	—	—
C. St J. met.	—	—	—	—	—	—	—	—
Apari	—	29.75	—	S	1	O	—	—
Mauli	—	29.79	—	NW	1	O	—	—
Legaspi	9 a.	29.57	80	SW	1	O	—	—
Bacolod	—	29.53	80	SW	1	O	—	—
Iloilo	—	29.53	80	SW	1	O	—	—
Cebu	—	29.53	84	W	1	O	—	—
Lubauan	—	29.58	82	W	1	O	—	—

T. F. CLAXTON, Director,
Hongkong Observatory, July 31st, 1912.
1. Barometric, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with water being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, a blue sky, a detached cloud, a drizzling rain, f fog, g gloomy, h hall, lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, w visibility, w dow (west).
O RAIN IN INCHES, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory July 31st

Provinces On Date	Ca. Dat.	Day	at 2 p.m.	6 a.m.	2 p.m.
Barometer	29.73	29.79	29.66		
Temperature	98	80	58		
Humidity	64	90	65		
Wind Direction	East	—	West		
Wind Force	2	0	2		
Weather	b	b	b		
Rain	000				

Highest open air Temperature on 30th, 90

Lowest open air Temperature on 30th, 80

HONGKONG TIDE TABLE.

From 1st to 7th August, 1912.

Day of Week	Days of Month	HIGH WATER.		LOW WATER	
		H'kong Mean Time	H'kong Mean Height	H'kong Mean Time	H'kong Mean Height
Thur.	1 m 10 33	h. m. 7 0	ft. in. 3 5 1	h. m. 5 51 3 0	ft. in. 2 45 0 48
Fri.	2 m 0 8	4 2	4 36 1 1	2 45 2 30	1 16
Satur.	3 m 11 12	6 6	6 21 1 4	2 45 3 00	0
Sun.	4 m 0 32	4 4	5 15 3 1	2 45 3 45	0
Mon.	5 m 11 33	4 6	6 49 3 1	2 45 4 30	0
Tues.	6 m 1 1	4 6	6 3 2 4	2 45 5 15	0
Wed.	7 m 2 19	5 2	7 15 2 8	2 45 6 00	0
	3 0 4 2	8 2	7 40 2 8	2 45 6 45	0
	3 12 5 7	11 3 2 7	8 35 1 4	2 45 7 30	0
	5 0 3 8	8 35 1 4			

WITH DOG AND GUN IN THE NEW TERRITORY.

Being the Series of Articles contributed to the "HONGKONG DAILY PRESS," "Sportman," reproduced in book form

DOLLAR.

Hongkong, 29th October, 1912.

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, July 24th, 1912.

(MESSRS. LYALL & EVATT'S LIST.)

Name	Value	Buyers	Sellers
2 Allegar	... 24	2410	2410
2s Options	... 45	49	49
21 Anglo-Java	... 567	666	666
1 Anglo-Johore	... 653	810	810
22 Anglo-Malaya	... 1474	1547	1547
21 Anglo-Sumatra	... 726	776	776
1 Ayer Kuning	... 156	185	185
2 Banteng	... 408	426	426
2 Batang Malaka	... 2	2	2
1 Batu Caves	... 2746	2558	2558
1 Battig Tigr	... 704	743	743
1 Beauvois Borneo	... 184	208	208
1 Bikit Kating	... 558	576	576
1 Bikit Lintang	... 858	958	958
2 Bikit Mertjam	... 2376	2554	2554
1 Bikit Rajah	... 104	125	125
2 Bikit Selangor	... 1481	166	166
2 Bikit Semawang	... 23	23	23
El Castile	... 126	125	125
21 Chimpol	... 181	212	212
2 Chota	... 258	265	265
2 Cicely Ord.	... 258	265	265
2 Consolidated Malay	... 1387	1474	1474
21 Damansara	... 1039	1113	1113
1 Denbigh	... 889	1083	1083
2 Edinburgh	... 1805	1926	1926
2 Galang Bear</td			

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY" ... 7,000 tons... Sailing Aug. 15th

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOK and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.

THE BANK LINE, LIMITED.
TELEPHONE No. 780. KING'S BUILDING, Praya Central

BANK
LINE

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG:

FROM COLOMBO:

10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.Frequent Sailings from HONGKONG connecting with the Company's Steamers
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GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting.	1912
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KOREA	16,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	16,000	TUESDAY,	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY,	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY,	23rd Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

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TELEPHONE No. 141.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERSJOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., AND CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 1st AUGUST, 1912.

8 a.m. "HONAM." 8 p.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 2nd JULY, 1912.

8 a.m. "HEUNGSHAN." 8 p.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 4th AUGUST.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

MONDAY, 5th AUGUST.

S.S. "SUI AN,"

Will depart from WING LOK WHARF at 9 a.m. and return from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO. LTD., THE CHINA NAVIGATION CO. LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 p.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANCI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. 1143

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "AREATOON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA) if sufficient inducement offers on 6th Aug., at Noon.

S.S. "JELUNGA," 3,361 tons, will be despatched to SHANGHAI, KOBE and MOJI on 16th August.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASOON & CO., LTD.,

AGENTS. 1142

Hongkong, 31st July, 1911.

REGULAR SERVICE FROM HONGKONG TO CANTON.

BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. G. V. LLOYD, with Maps and Illus.

THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891.

THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account.

TEMPORARY MINING REGULATIONS IN CHINA.

REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA.

HONGKONG HANSDORF REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually.

MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladymith Relief Column.

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonehaugh.

POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

TRADE MARK REGULATIONS IN CHINA.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwailin, is dedicated to Sir ROBERT HABT, G.C.M.G., and Dr. A. BENNET.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$3.50

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ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years.

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The difference in cost between good and bad printing and material is generally nil.

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turn the Best Printing at Reasonable Price.

SHIPPING

ARRIVALS.

BENDORAN, British str., 2,520, D. T. Calley, 30th July—Moj 24th July, Coal—Gibb, Livingston & Co.
CHINHUA, British str., 31st July—Canton.
DAIJIN MARU, Japanese str., 809, D. Fuchigami, 31st July—Swatow 30th July, General—Osaka Shosen Kaisha.
DUOKANG, British str., 1,087, T. A. Mitchell, 31st July—Calcutta 13th July, General—Jardine, Matheson & Co.
JALICING, British str., W. C. Passmore, 21st July—Swatow 30th July, General—Douglas, Lapraik & Co.
KAGI MARU, Japanese str., 6,301, G. Tabusa, 29th July—Singapore 24th July, General—Nippon Yusen Kaisha.
TAISUN, Chinese str., 31st July—Canton.
TUPANAS, Dutch str., 1,100, A. Oldenburg, 31st July—Macassar 25th July, Sugar—Java-China-Japan Liner.
WINGSUNG, British str., 1,617, Lishman, 21st July—Newchwang, Chefoo 21st July, General—Jardine, Matheson & Co.
YEWEN, Chinese str., 31st July—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
July 31st.
CHONLAI, German str., for Bangkok.
CLARA JENSEN, German str., for Hongay.
DEVAWONGSE, German str., for Hongay.
FRI, Norwegian str., for Newchwang.
HARVARD, Norwegian str., for Bangkok.
INDAIGHURI, British str., for New York.
KAGI MARU, Japanese str., for Yokohama.
SILESTA, Austrian str., for Singapore.
TORILLA, British str., for Singapore.
VOERWERTHS, Austrian str., for Yokohama.

DEPARTURES.

July 31st.
FOOCHOW, British str., for Shanghai.
HAIMUN, British str., for Swatow.
KAMO MARU, Japanese str., for London.
KING MARU, Japanese str., for Swatow.
KUTANG, British str., for Calcutta.
NIKKO MARU, Japanese str., for Nagasaki.
QUITA, German str., for Chingwantao.
SIKIANG, French str., for Haiphong.
TOO SUI, Chinese str., for Haiphong.

SHIPPING REPORTS:
The British str. *Foobang* reports: From Singapore to Parcels. Light to moderate variable winds and slight sea. Rainy weather. Parcels to Hongkong. Light N.E. winds and moderate N.E. swell and rainy weather.

PASSENGERS.

Arrived.
Per *Huiching*, from Swatow, Mrs. Crawford.
Per *Foobang*, from Calcutta, Mr. J. A. Horne; from Singapore, Dr. Francis and Dr. Hassard.
Per *Kaga Maru*, for Hongkong, from Singapore, Mr. and Mrs. Reyes, Mr. and Mrs. Lemos, Mr. and Mrs. J. E. Norton, Mr. Albert Stein, Miss Miller and Mr. K. Okamura.

VESSELS EXPECTED.

THE AMERICAN MAIL:
The T.K.K. str. *Tenyo Maru* left Honolulu for Hongkong via Japan ports and Manila on the 18th July, and is expected to arrive here on the 12th August.

THE AUSTRALIAN MAIL.

The E. & A. str. *Alderman* left Sydney on the 8th July, for this port via Queensland Ports and Manila.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 19th August.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver for Hongkong (via usual ports of call) on the 24th July, p.m.

THE ENGLISH MAIL.

The P. & O. str. *Arcadia* left Singapore for this port on the 23rd July, at 8 a.m., with the outward English mails, and is due here on the 1st August, at about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 10th July, left Colombo on the 27th July, p.m., and may be expected here on or about 7th August.

THE INDIAN MAIL.

The Apur str. *Aratoro Apear*, from Calcutta, left Singapore on the 27th July, and may be expected here on or about the 2nd August.

MERCHANT STEAMERS.

The H.A.L. str. *Suevia* left Singapore on the 27th July, p.m., and may be expected here on or about the 1st August, p.m.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Kobe for this port on the 28th July, and is expected here on the 2nd August.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 26th July, and is expected here on the 4th August.

The str. *Seangsoon* left Rangoon on the 28th July, for Hongkong via Penang and Singapore, and is expected to arrive here on the 9th August.

The Swedish East Asiatic Co.'s str. *Nippon* left Port Said on the 24th July, and is expected to arrive here on or about the 20th August.

The str. *Glenlochy* passed the Suez Canal on the 16th July, for Hongkong via Straits.

The "Mugul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Projected sailings from HONGKONG (SUBJECT TO ALTERATION).

For STEAMERS DATE OF DEPARTURE
SHANGHAI VIA NINGPO "KWONGSANG" Friday, 2nd Aug. Noon.
SHANGHAI, KOBE AND MOJI "FOOKSANG" Saturday, 3rd Aug. Noon.
MANILA "LOONGSANG" Saturday, 3rd Aug. 2 P.M.
SINGAPORE, PENANG & CALCUTTA "KUMSANG" Monday, 5th Aug. Noon.
SHANGHAI "WINGSANG" Monday, 5th Aug. 4 P.M.
TIENTHIN VIA WEIHAIWEI "YUENSANG" Saturday, 10th Aug. 2 P.M.

RETURN TOURS TO JAPAN,
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Haiphong and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bill of Lading to Yantze Forts, Taungtaw, Weihaiwei, Chefoo, Tsinian and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. [15]

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	SECTIONS.		
	1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blak Pier	3. From Blak Pier to Naval Yard.
LONDON, VIA USUAL PORTS OF CALL	BRIT. STR.	—	E. P. MARTIN, E.N.E.
LONDON, LEITH & ANTWERP	BRIT. STR.	—	P. & O. S. N. CO.
LONDON & ANTWERP VIA SINGAPORE, &c.	k. w.	—	JARDINE, MATHESON & CO., LTD.
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HAVRE, ROTTERDAM & HAMBURG, &c.	k. w.	—	HAMBURG-AMERICA LINE
HAVRE & HAMBURG, &c.	k. w.	—	HAMBURG-AMERICA LINE
MARSEILLES, HAVRE & HAMBURG, &c.	k. w.	—	HAMBURG-AMERICA LINE
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	k. w.	—	HAMBURG-AMERICA LINE
VICTORIA B.C. & TACOMA VIA KEELUNG & JAPAN	k. w.	—	HAMBURG-AMERICA LINE
VICTORIA B.C. & SEATTLE VIA SHANGHAI, &c.	k. w.	—	HAMBURG-AMERICA LINE
YOKOHAMA MARU	k. w.	—	HAMBURG-AMERICA LINE
LORD DERBY	BRIT. STR.	—	THE BANK LINE LTD.
MEXICO MARU	BRIT. STR.	—	OSAKA SHOGEN KAISHA
PRINZESS ALICE	BRIT. STR.	—	MELCHERS & CO.
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BOHEMIA	AM. STR.	—	SANDER, WIBERL & CO.
ATHOLL	BRIT. STR.	—	DODWELL & CO., LTD.
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AMEBIA	BRIT. STR.	—	HAMBURG-AMERICA LINE
DACRE CASTLE	BRIT. STR.	—	DODWELL & CO., LTD.
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MONGOLIA	AM. STR.	—	PACIFIC MAIL S.S. CO.
NIPPON MARU	JAP. STR.	—	TOTO KAISEI KAISHA
PESSIA	AM. STR.	—	PACIFIC MAIL S.S. CO.
YAWATA MARU	JAP. STR.	—	NIPPON YUSEN KAISHA
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EASTERN	BRIT. STR.	—	GIBB, LIVINGSTON & CO.
DUNEBIC	BRIT. STR.	—	THE BANK LINE LIMITED
BARON CAVDOR	BRIT. STR.	—	GILMAN & CO.
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ITOLA	BRIT. STR.	—	JARDINE, MATHESON & CO., LTD.
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CHENGSHING	BRIT. STR.	1 m.	JARDINE, MATHESON & CO., LTD.
KUEICHOW	BRIT. STR.	—	BUTTERFIELD & SWIBRE
CHINHUA	BRIT. STR.	—	P. & O. S. N. CO.
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SHANGHAI & KORE	BRIT. STR.	—	SHANWEI, TOME & CO.
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DEN OF GLAMIS	BRIT. STR.	2 h.	A. E. RODGERS
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DAIJIN MARU	JAP. STR.	—	M. C. SMITH
HAICHING	BRIT. STR.	2 h.	H. NOMURA
HAIMUN	BRIT. STR.	2 h.	TOSAWA
HAITAN	BRIT. STR.	2 h.	F. WHEELER
HAITANG	BRIT. STR.	2 h.	H. W. TALLENT
LOONGSANG	BRIT. STR.	1 m.	W. J. BISHOP
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ZAFIRO	AM. STR.	—	MESSAGERIES MARITIMES
TIJANAHOK	AM. STR.	—	MESSAGERIES MARITIMES
HAZAKA MARU	JAP. STR.	—	MESSAGERIES MARITIMES
CEYLON MARU	JAP. STR.	—	MESSAGERIES MARITIMES
SINGAPORE, PENANG & CALCUTTA	BRIT. STR.	—	MESSAGERIES MARITIMES
KUMSANG	MONDAY,	5th Aug.	2 P.M.
WINGSANG	MONDAY,	5th Aug.	4 P.M.
TIENTHIN VIA WEIHAIWEI	SUNDAY,	6th Aug.	

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

POB	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ ARCADIA Capt. S. Barcham	5 P.M. 1st August	{ Freight and Passage.
LONDON VIA USUAL PORTS	{ DELTA Capt. E. P. Martin, R.N.R.	Noon 3rd Aug.	{ See Special Advertisement.
SHANGHAI, MOJI, KOBE, SARDINIA AND YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 6th Aug.	{ Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PERA, NANG, COLOMBO, PORT SAID and MARSEILLES	PERA Capt. S. Finch, R.N.R.	About 7th Aug.	{ Freight only.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 30th July, 1912.

1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 4th Aug., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Aug., M'night.
HOIHOW (Mails) & HAIPHONG	"SINGAN"	On 4th Aug., Bright.
MANILA, CEBU and ILOILO	"KAIFONG"	On 6th Aug., 4 P.M.
WEIHAIWEI, CHEFOU and TIENTSIN	"KUEICHOW"	On 8th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 8th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 10th Aug., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried, REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$46.....RETURN \$75.

NEW SERVICE.—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to— BUTTERFIELD & SWIBB, Hongkong, 1st August, 1912. TELEPHONE 36. AGENTS.

[8]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	On 9th Aug.	On 17th Aug., Noon.
ALDENHAM	On 23rd Aug.	On 31st Aug., Noon.
EMPIRE	On 14th Sept., Noon.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO., AGENTS.

56

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAICHING" ...	Capt. W. C. Passengers ...	FRIDAY, 2nd Aug., at 11 A.M.
"HAITAN" ...	Capt. J. S. Roach ...	TUESDAY, 6th Aug., at 11 A.M.
"HAITANG" ...	Capt. A. E. Hodges ...	FRIDAY, 9th Aug., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... SUNDAY, 4th Aug., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the months of July and August—Return Tickets available for three months

will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 1st August, 1912.

[7]

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPF-SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Bales to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SUEVIA ...	S.S. SILESIA ...
S.S. PISA 11th August.
S.S. O. J. D. AHLERS ...	FOR HAYRE, ROTTERDAM & HAMBURG:
S.S. C. FEED. LAEISZ	S.S. FUERST BUELLOW ... 13th August.
S.S. ARCADIA ...	FOR HAYRE, BREMEN & HAMBURG:
FOR BOSTON & NEW YORK:	S.S. GOLDENFEELS ... 23rd August.
FOR HAMBURG:	FOR HAYRE, ROTTERDAM, & HAMBURG:
FOR FURTHER PARTICULARS, APPLY TO—	S.S. BRISGAVIA ... 5th Sept.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th July, 1912.

[10]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

AND CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW SS. "NIPPON MARU," INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS CAPTAIN DATE OF SAILING.

NIPPON MARU ... A. G. Stevens TUESDAY, 13th Aug., NOON.

TENYO MARU ... E. Bent TUESDAY, 20th Aug., at Noon.

SHINYO MARU ... H. S. Smith TUESDAY, 10th Sept., at Noon.

CHIYO MARU ... W. W. Greene TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KYO MARU

Ply between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TONS DATE OF SAILING.

KIYO MARU ... 17,500 ... TUESDAY, 6th Aug., 5 P.M.

BUYO MARU ... 10,500 ... FRIDAY, 4th Oct., at Noon.

HONGKONG MARU ... 11,000 ... TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

247

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:

From Manila ...

From Hongkong, Shanghai and Keeling ...

From Nagasaki, Moji, Kobe and Yokohama ...

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ...

G. \$130.00

G. \$110.00

G. \$95.00

G. 110.00

The Co.'s Newly Built Steamers have fair speed, Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOB STEAMERS LEAVES.

TAMSUI via SWATOW and AMOY "DAIJIN MARU" 5,182 TUESDAY, 6th Aug., at 1 P.M.

ANPING via SWATOW and AMOY "MITAJIMA MARU" 6,178 TUESDAY, 3rd Sept., at 1 P.M.

VICTORIA, B.C., & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA "MEXICO MARU" 6,064 SATURDAY, 17th Aug., at 1 P.M.

VICTORIA, B.C., & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA "CANADA MARU" 6,064 TUESDAY, 17th Sept., at 1 P.M.

VICTORIA, B.C., & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA "PANAMA MARU" 6,059 TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class

SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

PET. WILH. KROMMES,
ELBERFELD.

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 26th July, 1912.

COMMERCIAL CLOSING QUOTATIONS.

July 31st.

ON LONDON:	
Telegraphic Transfer	11/13
Bank Bills, on demand	11/13
Bank Bills, at 30 days' sight	11/13
Bank Bills, at 4 months' sight	11/13
Credits, at 4 months' sight	2/3
Documentary Bills 4 months' sight	2/3
ON PARIS:	
Bank Bills, on demand	249
Credits, at 4 months' sight	2532
ON GERMANY:	
On demand	202
ON NEW YORK:	
Bank Bills, on demand	493
Credits, at 60 days' sight	494
ON BOMBAY:	
Telegraphic Transfer	1471
Bank, on demand	1471
ON CALCUTTA:	
Telegraphic Transfer	1471
Bank, at sight	1472
ON SHANGHAI:	
Private, 30 days' sight	731
YOKOHAMA:	On demand 963
ON MANILA:	On demand Pesos 97
ON SINGAPORE:	On demand 848
ON BATAVIA:	On demand 1163
ON HAIPHONG:	On demand 2 p.m.
ON SAIGON:	On demand 17
ON BANGKOK:	On demand 10.05
SOVEREIGN, Bank's Buying Rate	10.05
GOLD LEAF, 100 fine, per tael	562.50
BAR SILVER, per oz.	278

SUBSIDIARY COINS.

	per cent
Chinese ... 20 cents pieces	\$8.00 discount.
Chinese ... 10 " "	\$8.43
Hongkong ... 20 " "	77.10
Hongkong ... 10 " "	38.20

MAILS VIA SIBERIA.

London Date	Due Shanghai
July 10th.	July 27th.
July 13th.	July 29th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 31ST JULY, 1912.

STOCKS.	NO. OF SHARES.	VALVE.	PAID UP.	CLOSING QUOTATIONS, CARE.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$627, buyers £100 £5 10/-)
China Borac Company, Limited	60,000	\$12	all	62, buyers
China Light and Power Company, Limited	50,000	\$5	all	22
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all	22
COTTON MILLS—				
EW Cotton Spinn. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 96
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	85, sellers
Dairy Farm Company, Limited	40,000	\$74	all	72
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all	61, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	54
New Amy Dock Co., Limited	10,000	\$2	all	51
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkew Wharf Co., Ltd.	56,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited	400,000	\$10	all	94, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	224
Hongkong Hotel Company, Limited	12,000	\$50	all	113, buyers
Manila Metropole Hotel Limited	8,000	Pa. 10	all	575, buyers
Hongkong Ice Company, Limited	15,000	\$25	all	84
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	320/3, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	819, sellers
INSURANCES—				
Caston Insurance Office Co., Limited	10,000	\$250	all	\$210
China Fire Insurance Co., Limited	20,000	\$100	all	133
China Traders Insurance Co., Limited	24,000	\$33.33	25	6100
Hongkong Fire Insurance Co., Limited	6,000	\$250	all	355
North China Insurance Co., Limited	10,000	\$15	25	Tls. 135
Union Insurance Society, Limited	12,400	\$250	all	1800
Yangtze Insurance Association, Limited	12,000	\$100	all	495, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$1024, x. div. sel.
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	87.95, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	634, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	554, x. div. buy.
Maastrichtspoor tot Mijns, Bosch en Landbeouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 62
MINES—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	53/6
Trouth Mines, Limited	160,000	\$1	all	75/
715,280	2/	all		4/6, sellers
Heawood Tin and Rubber Estate, Ltd.	200,000	\$1	all	24
Ramb Australian Gold Mining Co., Ltd.	25,000	\$10	all	101, buyers
Peak Tramways Co., Limited	50,000	\$10	all	51
Philippine Co., Limited	75,000	\$10	all	45, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	6117
Luzon Sugar Refining Co., Limited	7,000	\$100	all	533
SHIPMENT COMPANIES—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	all	88
Douglas Steamship Co., Limited	20,000	\$50	all	26
Hongkong, Canton & Macao S.R.C. Co., Ltd.	60,000	\$15	all	27
Indo-China Steam Navigation Co., Ltd.	60,000	\$15	all	72, (Ldon) 27
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	105, sellers
Star Ferry Company, Limited	10,000	\$10	all	140, sales
South China Morning Post, Limited	6,000	\$25	all	63, buyers
Steam Laundry Company, Limited	20,000	\$5	all	54, sellers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	74
Watkins, Limited	10,000	\$10	all	44.30, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	94.90, buyers
Weissmann, Limited	3,000	\$10	all	15, buyers
Gads Price & Co., Ltd.	50,000	\$10	all	512
Hongkong Steel Foundry Co., Ltd.	13,200	\$50	all	33
United Asbestos Oriental Agency, Limited	15,000	\$10	all	10
Union Waterboat Co., Limited	9,900	ordy.	all	66, buyers
	100 fairs	\$10	all	50.00
	50,000	\$10	all	94, buyers
WAREHOUSE—				
Para Rubber in London	4/10 per lb., sellers.
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum.	Par.
				VERNON & SYMTH, Share Brokers

DO YOU LIKE A LARGE CIGARETTE?

IF SO, MESSES. W. D. & H. O. WILLS'

"THREE CASTLES" MAGNUMS



Will just suit you. It is HAND-MADE, QUITE free from dust, and will please the most fastidious Smoker.

Obtainable in air-tight tins of 50 from all Dealers.

ASK FOR

"THREE CASTLES" MAGNUMS.

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON.—

"We beg to inform you ROYAL WARRANT awarded our Company for Milk."

CONDENSED MILK.
STERILIZED NATURAL MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.



This Whisky is from the Distiller's Co., Limited, of Scotland, and is one of their most famous Brands. Its full body, its refined and delicate flavour, its delightful after taste, all proclaim it the Whisky par-excellence.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 135.

IMPORTANT TO ENGINEERS. ANTI-FRICTION METAL

"MARINE BEARING"

FOR LINING BEARINGS

AND
FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



ATLAS METAL & ALLOYS CO. LTD.

52, QUEEN VICTORIA STREET, LONDON, E.C.

Large and Old Established Manufacturers of

ANTI-FRICTION METAL.

SOLE AGENTS—

WILLIAM C. JACK & CO. LTD.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

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